B. F. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LT'D. LONDON.
DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 1523. 光緒二十六年四月十二日 FRIDAY, MAY 18, 1900. 香港英五月十八號 五拜禮

THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,000,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

S. CHOH,
Hongkong Manager.

Hongkong, 4th January, 1900. [11

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£ 1,000,000
Paid up Capital.....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | D. Gillies, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %

Hongkong, 20th December, 1899. [8

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	SWATOW.
FOOCHOW.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Acting Manager.

Hongkong, 1st February, 1900. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months.. 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

D. W. GILMOUR,
Acting Manager.

Hongkong, 14th April, 1898. [31

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND $11,500,000
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
N. A. SIEBS, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
E. Goetz, Esq.

R. M. Gray, Esq.	D. M. Moses, Esq.
A. Haupt, Esq.	A. J. Raymond, Esq.
The Hon. J. J. Keswick.	R. L. Richardson, Esq.
H. W. Slade, Esq.	P. Sachse, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum,
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

H. M. BEVIS,
Acting Chief Manager.

Hongkong, 4th April, 1900. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. M. BEVIS,
Acting Chief Manager.

Hongkong, 26th March, 1900. [10

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$4.50 ℗ Cask of 375 lbs. Net ex Factory.
$2.80 ℗ Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 8th February, 1900. [31

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON.....	....*Japan*.....	G. K. Wright, R.N.R.	...About 22nd May	...Freight or Passage.
LONDON, &c.....	...*Coromandel**	F. W. Vibert, R.N.R.	..Noon, 26th May	..Freight or Passage.
YOKOHAMA‡	...*Rosetta*†	C. C. Talbot, R.N.R.	...About 26th May	...Freight or Passage.
SHANGHAI	.....*Clyde*	E. Street	...About 26th May	...Freight or Passage.

* (See Special Advertisement). † (Passing through the Inland Sea).
‡ *Viâ* NAGASAKI and KOBE.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 12th May, 1900. 15

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 30th May.
SACHSEN	THURSDAY, 14th June.
OLDENBURG	THURSDAY, 28th June.
BAVERN	THURSDAY, 12th July.
STUTTGART	THURSDAY, 26th July.
KONIG ALBERT	THURSDAY, 9th August.
WEIMAR	THURSDAY, 23rd August.
PRINZ HEINRICH	THURSDAY, 6th September.
PREUSSEN	THURSDAY, 20th September.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 3rd October.
SACHSEN	WEDNESDAY, 17th October.
OLDENBURG	WEDNESDAY, 31st October.
BAVERN	WEDNESDAY, 14th November.
STUTTGART	WEDNESDAY, 28th November.
KONIG ALBERT	WEDNESDAY, 12th December.
WEIMAR	WEDNESDAY, 26th December.

ON WEDNESDAY, the 30th day of May, 1900, at NOON, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain P. Luneschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 28th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 29th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 29th instant.
Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 16th May, 1900. [22

HONGKONG HOTEL.

BOARD AND RESIDENCE AT MONTHLY RATES.

Hongkong, 18th May, 1900. [23

MUSICAL INSTRUMENTS.

VIOLINS, GUITARS, CORNETS,
CELLOS, BANJOS, TROMBONES,
MANDOLINES, GUITARRAS, EUPHONIUMS,
MANDOLAS, ZITHERS, CLARINETS, &c.

LANE, CRAWFORD & Co.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:—
THE VICTORIA DISPENSARY
HONGKONG.

25]

Intimations.

WATKINS' CROWN SODA,

GUARANTEED TO BE MANUFACTURED FROM FILTERED WATER, AND TO CONTAIN ONLY THE PUREST BICARBONATE OF SODA IN SOLUTION.

Watkins, Limited,

AERATED WATER MANUFACTURERS.

CROWN SODA WATER. SELTZER WATER. LEMONADE.
BELFAST GINGER ALE. SARSAPARILLA.
&c., &c., &c.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.

17] DODWELL & CO., LIMITED, General Managers.

HOTEL CRAIGIEBURN

Centrally situated at PLUNKET'S GAP, the PEAK, 1,500 feet above sea-level and 500 yards from the TRAM TERMINUS.

For Terms, &c., apply to the MANAGER.

Telephone No. 56.

Hongkong, 2nd April, 1899. [432b

Telephone 75.

Hirano Alkaline, Salt Mineral Water.

A Natural Mineral Water Highly recommended by Medical Authorities.

CALDBECK, MACGREGOR & Co.,
AGENTS.
15, Queen's Road.

Hongkong, 16th May, 1900. [15

WHITE WINES.

	1 doz. Bottles.	2 doz. Bottles.
GRAVES	$ 7.00	$ 8.00
DO. "Superior"	9.00	10.00
SAUTERENE	7.00	8.00
DO. "Superior"	9.00	10.00
DO. HAUT	11.00	13.00
DO. HAUT (Dubos Freres)	22.00	—

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 3rd February, 1900. [20

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [21

TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES
MAKES LESSONS A PLEASURE TO SCHOLARS.
To be obtained at:—
Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai Yokohama and Singapore.
Messrs. W. BREWER & Co., Hongkong and Shanghai.
Messrs. TSUI MAN KOK, Hongkong.
Messrs. MAN YU TONG, Hongkong.
Wholesale:—W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

H.M.S. "TERRIBLE."

THE FETE and RECEPTION for Captain PERCY SCOTT, R.N., C.B., and the Officers of H.M.S. "TERRIBLE" will be held on the CRICKET GROUND, TO-MORROW, the 19th instant, from 9.30 to 11.30 P.M.

H. E. POLLOCK,
Hon. Secretary.

Hongkong, 17th May, 1900. [645b

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG CLUB, on TUESDAY, the 22nd instant, at 8 P.M.
Members intending to be present are requested to send in their Names to the HONORARY SECRETARY on or before FRIDAY, the 18th instant.
The Secretary will be glad to receive the Names of Devonians wishing to join the Society.

MOWBRAY S. NORTHCOTE,
Hon. Secretary,
Hongkong Club.

Hongkong, 10th May, 1900. [607b

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on WEDNESDAY, the 23rd May, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1900.
The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 23rd instant, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 5th May, 1900. [577b

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of THE "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd day of May, 1900, at 12.10 in the afternoon, when the SUBJOINED RESOLUTIONS will be proposed.

1.—That the Capital of the Company be increased from $100,000 to $200,000 by the creation of 10,000 New Shares of $10 each.
2.—That the New Shares be issued at such time or times and at such premium as the Directors may determine.
3.—That the New Shares be allotted to such persons and upon such terms and conditions as the Directors may determine.

By Order,

EDWARD OSBORNE,
Secretary.

Hongkong, 5th May, 1900. [578b

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of THE "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd day of May, 1900, at 12.15 in the afternoon, when the SUBJOINED SPECIAL RESOLUTION will be proposed.
Should the said Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting, which will be subsequently convened.
"That the Regulations contained in Table A in so far as they apply to this Company be altered as follows:—
That the following clause be substituted for Clause 37 of Table A:—"The quorum "for all the purposes of a General Meeting shall be not less than five members "present in person or by proxy. No "business shall be transacted at any "General Meeting unless the quorum "requisite be present at the commencement of the business."

By Order,

EDWARD OSBORNE,
Secretary.

Hongkong, 5th May, 1900. [579b

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per cent. upon Contributions for the year 1899 has been declared.
Warrants will be issued on the 1st May.

By Order of the Board,

W. J. SAUNDERS,
Secretary.

Hongkong, 20th April, 1900. [513b

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

LONG RANGE CUP & SPOONS, (HANDICAP).

THERE will be a COMPETITION for the above TO-MORROW, the 19th instant, at 3 P.M.

Ranges.—600, 700 and 800 yards.
7 Shots and 1 Sighter.
Entrance Fees for the Cup, $1. Spoons as usual.
The Cup to be won Three Times.
The Handicaps have been revised.

MOWBRAY S. NORTHCOTE,
Hon. Secretary.

Hongkong, 18th May, 1900. [47

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAICHING,"
Captain Hall, will be despatched for the above Ports, on SUNDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 18th May, 1900. [65ob

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship
"BENLARIG,"
Captain Kroble, will be despatched as above on or about SATURDAY, the 9th June.

For Freight or Passage, apply to
GIBB LIVINGSTON & Co.,
Agents.

Hongkong, 18th May, 1900. [65ab

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"LIGHTENING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 21st instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 18th May, 1900. [65ab

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship
"ROYALIST,"
Captain Tierney, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All broken, chafed, and damaged Gold are to be left in the Godowns, where they will be examined on the 23rd instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 18th May, 1900. [65th

Intimations.

BREAD! BREAD!! BREAD!!!

MR. H. RUTTONJEE begs to inform his numerous Patrons that he is now prepared to deliver BREAD in WANCHAI and the EAST END of the City between the hours of 6 and 7 A.M.

CUSTOMERS requiring BREAD to be delivered are requested to kindly notify the same to

H. RUTTONJEE,
13 & 15, D'Aguilar Street.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, how are taught by the Sisters.

Hongkong, 22nd April, 1892. [493

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 60, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at
BREWER & Co.,
(UNDER the HONGKONG HOTEL).
Business Hours.....9 A.M. to 5 P.M.

ONLY FOR A FEW DAYS MORE.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [58ob

A. S. WATSON & Co.,
LIMITED.

THE LEADING MANUFACTURERS OF AERATED WATERS IN THE FAR EAST.

THE MACHINERY in use is of the latest design and most up to date character.

ENGLISH EXPERTS manage our factories, and their practical knowledge produces an article that is unrivalled for its excellence.

The Water used is the purest in the Island and is skilfully filtered on scientific principles.

We use only the best and most expensive ingredients, guaranteeing Absolute Purity.

We quote *Special Prices* to large consumers.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

NOTICES TO CORRESPONDENTS.

It is notified that all communications relating to subscriptions, Advertisements, &c., be addressed to the "Manager," *Hongkong Telegraph*, and not to the Editor. Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open to the fullest discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are required to be handed in before 12 Noon, and not later than 1 P.M. on the day of publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is the one to be looked to by Advertisers. Terms can be learnt on application.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 18, 1900.

REUTER'S TELEGRAMS.

THE WAR.

BOERS STILL RETREATING.

GENERAL BULLER'S ADVANCE.

LONDON, May 16th.

General Buller occupied Glencoe on the 15th inst., unopposed. The Boers, numbering 4,000, fled precipitately during the night, getting off with ambulances and eleven guns.

The Transvaalers have evacuated the Biggarsbergs, and the number of Free Staters at the Drakensburgs is much reduced.

LATER.

GENERAL.

RESULT OF THE NEW MARKET STAKES.

1 Diamond Jubilee.
2 Chevening.
3 Guidwife.

THE BOER DELEGATES IN AMERICA.

USED AS PUPPETS.

The leading New York papers deprecate deluding the Boers with false hopes, as they will merely be used as puppets in the Presidential Campaign.

WEATHER REPORT.

The Observatory report says:—

On the 18th at 11.55 a.m. the barometer has fallen in S. China and risen, probably, in N. China. The depression is moving slowly towards the N. part of the Sea of Japan. Indications slight winds in S. China. EAST [illegible] winds, moderate to squally, showery.

LOCAL AND GENERAL.

H.M.S. *Rattler* left Colombo for Aden on the 1st inst.

WE notice this morning a turtle-back steamer, *Royalist*, at one of the Kowloon wharves.

HER Majesty's birthday will be celebrated in London on the 23rd inst., and elsewhere on the 24th.

IT is reported that orders have been issued to shoot Col. Schiel if he makes another attempt to escape from St. Helena.

THE First and Second Dublin Fusiliers have been ordered home, owing to their ranks having been depleted by the war.

THE *Valkyrien*, with Prince Waldemar of Denmark on board arrived at Colombo, on the 2nd inst., from Batavia on her way home.

THE Inspector-General of Recruits reports that during 1899 there were 83,353 volunteers for service in the regular army and the militia.

A DAHOMEY giantess has arrived in England. She stands eight feet in height, and is thirty years of age. She was one of the King of Dahomey's amazons.

A PRIVATE letter received in Singapore by a friend mentions that foreign cruisers and vessels have been asked to refrain from visiting St. Helena, during the stay of the Boer prisoners there.

MANY of the army reservists who have proceeded to South Africa are reported to desire to settle in the country. A committee of officers has been formed to assist in connection with the project.

THE Czar of Russia has presented to the French nation a mosaic map, which is valued at 4,000,000 francs (about £160,000). It is covered with valuable gems, which show the positions of the chief towns on the map.

EARL Russell, who has been prominently before the public with his matrimonial disputes, has secured a divorce in America. He has now married a daughter of Mr. George Cook, of Cumbernauld, Dumbartonshire, Scotland.

THE Portuguese amateurs have postponed their second performance at the Lusitano Club in aid of the Indian Famine Fund from to-morrow, Saturday, to Sunday the 20th inst., on account of the "Terrible" Kete to-morrow night.

MR. Adalbert Hay, the American Consul at Pretoria, has cabled to United States Government that the members of the so-called Chicago Ambulance Corps were serving in the Boers ranks, instead of in the hospitals, as they had promised.

THE Chinese junk bound for the Paris Exhibition has been stopped at Colombo. The master of the *Chigwell* towed the junk from Singapore to Colombo at a price of 42,000. This has not been paid and the junk is detained at Colombo as security.

TWO Germans at Cape Town hired horses and then disappeared. They were afterwards found at a spot 100 miles inland, having in their possession rifles and 600 cordite cartridge. They have each been sentenced to one year's imprisonment.

IT is stated that Mr. Astor is going to sell the *Pall Mall Magazine*, which has never prospered in his hands. The staff is said to be the most expensive in England, but the income of the magazine is very poor, chiefly owing to lack of advertisers.

THE Chinese of Penang have organised an enormous Chingay procession, in accordance with a vow made when Penang was threatened with plague. Five thousand additional Chinese, some from distant places, have gone to Penang to witness the procession.

A COOLIE Tang Ching was fined this morning at the Magistracy $25 for keeping a gaming house in Jardine's Bazzar, and 4 coolies who were captured playing at the time were fined $3 each. The Magistrate at the same time ordered the forfeiture of all the gaming implements found on the premises.

FOREST GUARD No. 5 was charged at the Magistracy this afternoon with having demanded by threats the sum of $3 from a Chinaman who had received permission to carry out certain alterations on the graves of his ancestors near Aberdeen.—The case was remanded till the 23rd inst., bail being fixed at $150.

AT the inquiry held into the loss of the Union liner *Mexican* (4,661 tons), which was rammed near Cape Town by the transport steamer *Winkfield*, while conveying horses to South Africa, some serious evidence has been given. Charges of drunkenness and lack of discipline are being made against certain members of the crews.

His friends in Hongkong will be sorry to hear that Captain George Paley, 1st Rifle Brigade,—who was so seriously wounded in the early part of the war, is still very ill, and not able to do anything. He is a son of Mr. and Mrs. Victor Paley, who live near Bury St. Edmunds. Through quiet and unassuming, he was one of the most popular young officers of the Battalion.

THE following is the programme of music to be played by the Band of the Royal Welch Fusiliers at the Officers' Mess, Murray Barracks, this evening, commencing at 8 p.m.:—

1. March	"Defiance"	Ord Hume.
2. Overture	"Bohemian Girl"	Balfe.
3. Selection	"Haddon Hall"	Sullivan.
4. Waltz	"Santiago"	Corbin.
5. Serenade	"La Cysarine"	Canne.
6. Selection	"A Gaiety Girl"	Jones.
7. Polka	"The Royal Princess"	Klussmann.
8. Valse	"La Spiritualle"	Lilian Fraser.
9. Polka	"Post Horn"	Moore.

THE Transvaal Government recently offered a loan to the Portuguese Government to pay the amount awarded to Britain and America by the Berne tribunal in connection with the Delgaon Bay railway arbitration case. The offer has been declined by Portugal.

HURN KIDDY, a seaman, was at the instance of Mr. Rounsville Wildman, the American Consul, charged at the Magistracy this morning with having behaved in a disorderly manner at the American Consulate yesterday afternoon. Mr. Gompertz dismissed him with a caution.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel on Monday evening, the 21st inst., from 8 p.m. to 9.30 p.m.:—

PROGRAMME.

1. March	"John Doll"	Hume.
2. Overture	"Martiana"	Wallace.
3. Selection	"Floradora"	Stuart.
4. Waltz	"Acclamation"	Waldteufel.
5. Serenade	"La Paloma"	Hortmann.
6. Valse	"Bonne Bouche"	Waldteufel.
	"God save the Queen."	

THE U. S. cruiser *Dixie*, Commander C. Belknap, arrived at Singapore on 10th inst. The *Dixie*, which has a displacement of 6145 tons, is one of the converted merchant vessels retained, her armament consisting of ten 6-in. quick-firers, six 6-pounders and two machine guns. She has a complement of 589 men, and her engines which indicate 1,371 h. p. give her a speed of 16 knots. The *Dixie* is on her way to Manila, and left for that port the same day.

ACCORDING to the *San Francisco Chronicle* there are serious dangers incurred in the planting of Eucalyptus trees anywhere near sewers or other works. It appears that the roots travel nearly seventy feet, and are strong enough at that distance to destroy sewers. The Board of Trustees at Berkeley, U.S.A., have passed an ordinance forbidding the planting of eucalyptus within seventy feet of any sewer, and ordering all trees now standing within that distance to be cut down. This seems to be worth while noting.

IT is stated, in connection with the capture by the Boers of Mr. Frank Smith, the diamond mine owner of Barkly West, that the enemy secured none of the treasure belonging to Mr. Smith's company. It appears that Mr. Day, the manager of the diamond mines, saved all the diamonds and important documents belonging to the company by concealing them in tin boxes and gas-pipes and burying them in a spot known only to himself and the chairman of the company. The precious stones and papers were recovered after Kimberley was relieved.

ANOTHER fine four-masted schooner for the Philippine trade will be launched from Hay & Wright's yards at Alameda next Saturday, says the *S. F. Chronicle* of 8th ulto. This makes the third, and as soon as she is afloat the keel of a fourth will be laid. The first schooner, the *Philippine*, is now on her way home from Manila; the second one, *Expansion*, is now on her way to San Pedro, while the third, *Luzon*, will go to Manila as soon as she is equipped. The one yet to be built has not been named, but she will probably be called *Mindora*, and will take 1,000,000 feet of lumber to the Philippines for Uncle Sam.

THE case against Fritz Max Ulbricht was resumed at the Magistracy this morning.

Mr. Gedge appeared on behalf of the Imperial German Consul.

The charges against the prisoner as now read are:—

(1.) Embezzling during the months of January February and March the sum of $510.37 cents the property of the Hong Kew Coffee House, Shanghai, of which he was manager.

(2.) Embezzling during the month of April a further sum of $200, also the property of the above club.

(3.) Embezzling during January last the sum of $1,700 the property of the club "Concordia" Shanghai, of which he was Secretary.

A charge was also preferred against the prisoner for attempting to commit suicide when arrested.

Further delay was caused in the hearing of the case, as the depositions in support of the Warrant were not taken on oath.

The Vice-Consul Dr. Lang testified as to the correctness of the warrant according to German Law, and identified the signature of the Acting German Consul at Shanghai affixed thereto.

His Worship, however, said he could not proceed on the depositions as they stood, and to give the Prosecution every chance of producing proper evidence to satisfy the Court, he further remanded the case till the 25th inst.

The prisoner appeared before the Magistrate again in the afternoon, at his own request, and tendered a written statement pleading guilty to the charges of embezzlement.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

A SUGGESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Among the labourers carrying bricks and lime up the Glenealey, may be noticed several children whose physique is quite unequal to the toil. These poor young children gasp under their burden. One of them, on being spoken to, answered that his father had died of plague, and if he worked not he had no rice. He was thirteen years of age, and yet carried two baskets of lime usually borne by adults, and which he had to lay down several times along the way. Is there no law in Hongkong to regulate the employment of minors? No relief to the helpless children of plague victims?

As a little straw shows whither the wind blows, so the above little incident tends to show the wide-spread misery caused by plague, high rents, and dearness of food. And a colony that can exceed all expectations in its contribution to the War Fund, may well look to the relief of its own stricken poor. Subscriptions are rife, it is true; but at least the landlords can afford a subscription among themselves for the relief of the Hongkong poor.

Yours obediently,
BAL[illegible]

Hongkong, May 18th, 1900.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before Sir John Carrington, Kt., C.M.G., Chief Justice.)

May 18th.

ATTEMPTED BRIBERY.

This morning at the Supreme Court, Lo Tak was charged with offering a bribe, namely, 40 cents to Wun Fook, a district watchman, to induce him to release a prisoner who was in lawful charge.

The Hon. W. Meigh Goodman (Attorney General) instructed by Mr Bowley (Crown Solicitor) prosecuted. The Prisoner was undefended.

The following gentlemen composed the Jury: M. D'E. S. Pereira, E. Pereira, R. R. Roberts, E. Kelly, E. S. Joseph, J. Benjamin, and J. H. Gubbins.

The Attorney General, in opening the case, said it was a very simple one and would not take much of the time of the Jury. He then read the section of the Ordinance under which the district watchmen were appointed and given authority equivalent to that of a constable. The facts of the case were, on the 15th April last Wun Fook, a district watchman, caught some men gambling and made a prisoner of one named Lo Kan. As he was taking the man to the police station prisoner came up to him and said it was Sunday, the people did not have any work on that day and offered him 40 cents to buy tea with. Lo Kan was convicted at the Magistracy for gambling and Prisoner was afterwards charged with attempted bribery. Gambling was contrary to the laws of the Colony and so had to be suppressed. This was not an important case as the Prisoner was only an ignorant Chinaman, but offering money was bribery and so the law had to take its course and would therefore necessitate the attention of his Lordship and a jury. He hoped soon to introduce Legislation to deal with these smaller cases.

Witnesses were then called for the prosecution. The Prisoner called one witness named Lo Kan, who said that he was playing with some boys on the Praya West when the district watchman came up and arrested him for gambling, while in custody he asked his friend, the Prisoner, to pay him a debt that was owing to him as the Magistrate would fine him for gambling. While the Prisoner was offering the 40 cents the watchman took the money out of his hand and arrested him. The watchman was in plain clothes at the time; he did not know that he was a district watchman. In reply to the Attorney General, Witness said Prisoner had nothing to do with the game, the 40 cents was not a debt on account of money lost in the game.

The Prisoner, in his statement to the Jury adhered to the story of the 40 cents debt and its being snatched away by Complainant. It was not offered as a bribe.

His Lordship then briefly summed up, and the jury after a short deliberation brought in a verdict of guilty.

His Lordship, in passing sentence, said that people like Prisoner must learn that they must not offer money as bribes to public servants. He must go to prison with hard labour for three months.

THROWING CORROSIVE FLUID.

The next case called was the fourth on the calender, against Chan Wing Pui for throwing corrosive fluid, to wit sulphuric acid, with intend to burn, and with throwing corrosive fluid with intent to do grievous bodily harm.

The Prisoner pleaded not guilty.

The same gentlemen served on the Jury.

The Attorney General said Prisoner was a boy at the Hongkong Hotel and was married previous to his wife's coming to Hongkong. Prisoner had lived with a prostitute named Leung Kum and had had on other occasions connections with her. On the 10th of April last Prisoner had gone to the brothel at which Complainant was staying and asked her to come abroad with him. Complainant refused and Prisoner said that he would do her some injury. Two days afterwards as Complainant was coming up the stairs she noticed Prisoner standing sideways in the door and presently felt some sharp pain on her neck. She swears Prisoner is the man who threw the sulphric acid. She was admitted into Hospital between the 13th and 20th and Dr. Bell will give evidence that the burns were caused by sulphuric acid. There is no doubt that corrosive fluid was thrown but there was only the word of the woman that the Prisoner was the man. She had lived with him for a month so that she could not be easily mistaken. When the prisoner was charged at the Police Station and duly cautioned he denied it and asked that the girl be made to describe the clothes the man wore. On the following day Inspector Baker had searched his room and found a paper containing a commission from a friend to obtain some sulphuric acid for photographic purposes.

The witnesses for the prosecution and defence were then called, after which the Court adjourned for tiffin.

A JURYMAN FINED.

After tiffin this afternoon Mr. Johnson, who did not answer to his name this morning as a juryman, was fined $5 as a freshener to his memory, he pleading that he had mislaid the summons and had forgotten all about it.

TRIAL CONTINUED.

The prisoner said that Complainant had been a prostitute and he had kept her as a concubine and engaged rooms for her residence. He took a floor and erected five cubicles. He afterwards went up to Canton and saw Complainant's mother. After his wife came to Hongkong she lived in the same house with his concubine. They quarrelled so he put his wife into another house. He still kept on friendly terms with his concubine and she told him she wished to join a brothel. He admitted having visited complainant on April 10th, when she said she was going abroad but afterwards changed her mind. He believed after he had left her some body had come and thrown fluid over her. He knew nothing about it. The document found in his room belonged to a friend of his.

His Lordship then summed up pointing out that the case for the prosecution depended largely on the evidence of the prosecutrix. The Prisoner had tried to establish an alibi which his Lordship minutely reviewed. If the Jury thought he had established it they would bring in a verdict of not guilty. His Lordship pointed out that an alibi was the best of evidences if established, but was exceedingly difficult in fact failing seven times out of ten.

The Jury expressed a desire to retire, which they accordingly did, returning in about ten minutes with the verdict of Guilty on both counts.

His Lordship in passing sentence said the Jury had found Prisoner guilty of a most serious crime the punishment for which if the Court liked, was imprisonment for life. He believed that the prisoner was the man, but at the same time he took into consideration that the fluid had not been thrown in his face. He would therefore pass the least punishment he could to meet the gravity of the case, which would be imprisonment with hard labour for two and six months.

BAD SHOOTING FATALITY.

A SHIP'S OFFICER KILLED.

A sad shooting fatality took place this forenoon on board the British steamer *Royalist* lying alongside the Kowloon Wharves. It appears that the deck of the vessel was being caulked and Mr. Reid, the second officer, entered the captain's cabin to remove the chronometers for fear of their being affected by the jarring. A steward named Black was employed in cleaning up the cabin and he alleges that Reid questioned him with regard to the captain's Winchester rifle. The two men were handling the weapon when it exploded, the bullet entering Reid's right breast and inflicting a nasty wound. A doctor was sent for but arrived too late to be of any assistance, Reid dying within a few minutes of being shot. Only Reid and the steward were in the cabin at the time. The steward has been arrested and an enquiry will be held.

THE PLAGUE.

Cases reported to 17th instant	255
Do. do. during past 24 hours	21
Total	276
Deaths reported to 17th instant	225
Do. do. during past 24 hours	18
Total	243

WAR NEWS BY WIRE.

General French in Action.

LONDON, April 26th.

Consecutive *Times* messages from Leeuw Kop, Roode Kop, Lammersberg, and Mafeking describe General French's operations as consisting of a determined march forward on Monday and Tuesday, with excursions to the left and right, scattering and dislodging the enemy from the kopjes until the Dewetsdorp road was reached. There a squadron of the 8th Hussars attacked the hostile ridge, but were repulsed. They then dismounted, and a fresh attack was essayed, with the aid of three more squadrons and two Maxims, who reached the crest simultaneously. The enemy, who suffered from the heavy fire from carbines, were completely routed, the machine guns following them across the open. The heliograph discovered General Rundle, who reported that 7,000 of the enemy, with numerous guns, were occuping a wilderness of hillocks in the vicinity of Wakkersz and Wakkerstroom. Generals Hart and Brabant were similarly occupied fourteen miles away, while Colonel Pole-Carew was steadily advancing and shelling the enemy towards the left. The correspondent ultimately met General Brabant's vanguard four miles south of Wepener, and learned that three successive fights had taken place on Saturday, Sunday, and Tuesday, with 220 casualties besides the Jammersburg affair, where 33 were killed and 132 wounded. He adds:—5,000 of the enemy were seen flying towards Ladybrand unpursued.

Boer Reports.

Reuter's correspondent with the Boers reports that General de Wet, learning of Generals Kelly-Kenny and Rundle's movements, advanced with the Ficksburg commando, under Commandant Olivier, Wessels, and Cronje, junior (the last, since reported dead). The commando met the British to the southwest of Dewetsdorp, the latter benefiting by Commandant Cronje's delay in seizing an important kop. They were then starting an outflanking movement with a large body of horse, but lacking in cannon, were easily forced back on the main camp. This was much damaged by shells and was removed at nightfall behind the hills. Both General Kelly-Kenny's flanks were beaten back while awaiting reinforcements; and 28 of the British were then discovered vainly searching for water, and were arrested. These are probably a party of the 1st Worcesters which Col. Rundle reported missing on Monday. The Boer report continues:—"The prisoners declare the British here number 25,000. Colonel Engilbrecht was killed, and also some artillerymen. Many British dead were left on the field. General de Wet has expressed his regret at the conduct of Captain Bank, the Chief of the German Scouts, who sent audacious messages to General Brabant to surrender, otherwise threatening to blow him to atoms, although the Captain was destitute of artillery and although 50 per cent. of the Free State artillerists had either been killed, wounded, or captured since the beginning of the war."

THE "POWERFULS" AT WINDSOR.

The Queen on 2nd inst., inspected at Windsor the sailors and marines of the *Powerful* who formed the Naval Brigade which went to Ladysmith, and thanked them for their splendid services. Captain Lambton replied that the services at Ladysmith were nothing compared with what the Navy was ready to do for Queen.

MORE RUSSIAN EMIGRANTS.

The Russian transport *Orel*, Capt. Skelsky, arrived at Singapore from Odessa on 9th inst., en route for Vladivostock. There are 1182 emigrants, 100 soldiers, and 9 first and 60 third class passengers on board. The *Orel* continued her voyage next day.

THE PLAGUE IN INDIA.

A DECREASE IN THE NUMBER OF DEATHS.

SIMLA, May 1st.

There is an encouraging drop in the Plague returns last week, the deaths being 2,498 against [illegible] in the previous seven days. 993 deaths occurred in the Bombay Presidency, 595 in Bombay city, [illegible] in Calcutta, and 80 in [illegible].

NEWSPAPERS AND DEFORESTATION.

[illegible] *Daily Chronicle* of the 16th April [illegible] That the newspapers of the world are using up the forests for their supplies of paper is a well-known fact, but [illegible] probably few people who will not be startled at the announcement made by one of the chief [illegible] that unless Easter Sunday [illegible] the woods of Norway [illegible] forest [illegible] reading [illegible] Alpes.

NOTORIOUS DACOIT SHOT.

According to a Lahore telegram, dated April 21, another notorious dacoit, one Nizam, has been shot by the police. The culprit was surrounded, and Nizam, after shooting and wounding two constables, mounted his horse, which he had with him in the hut, and was about to make a bolt, when he struck his head against the lintel. Being unhorsed, he made off on foot, but was shot dead. This man belonged at various times to several noted gangs, and recently was leader of a band of dacoits who were responsible for some thirty serious outrages in the Lahore District.

DESPERATE FIGHT WITH AN OSTRICH.

An official of the Soldiers' Christian Association writes to one of the Cape papers: "Some of our workers at the front have other foes to contend with beside Boers. In conjunction with the Rev. Mr. Crewdson, Mr. Ingram went to Arundel to take charge of a tent which was to be erected there. The tent had not arrived, and so, he says, we went across the country seven or eight miles, a terrible tramp, to visit some graves. It was a lonely, hot, and trying walk, and as we were half-way back about 1 p.m., having been walking since 6.15 a.m., and having had no meal, we saw an ostrich making for us about a mile away. It was up to us in three minutes, and evidently seen us from its nest, where it was sitting, and thought we were going to interfere with it. It was an enormous bird, and was in a rage. It stopped some dozen paces from us, and whirled round, flapping its wings and looking truly awful. It came on me like a whirlwind. By a heaven-directed instinct I dropped my haversack and field glasses, and did not wait for it to reach me, but sprang to meet it. Death seemed absolutely certain, and though my nerve was set, and as it were I mentally gave up my life, I met the bird with a thud. With both hands I caught its neck before it could lift a foot to strike: we both rolled over, and with strength given me at the moment I clung to its neck until I came up 'top dog.' But then with full fury it began to kick, and had I received a full blow I should probably have died, but I hugged too closely to it, and then wriggled on to its back, so that it kicked into the air away from me, and I only got a 'short arm' blow, and received bruises instead of wounds. Crewdson did not know whether I was alive or dead at first, but at my shouts brought my knife (which I had previously given him) and while I was gripping its throat with both hands so that it could not breathe, and rolling about to avoid kicks, Crewdson tried to cut its gullet. This he could not do at his, so I took the knife with my left hand holding the neck with my right, and dug the blade under the uplifted wing. It took effect, and the wing seemed to lose force; but the blade of my knife was broken, leaving half in the bird. I threw Crewdson the knife, and he opened another blade and managed to cut the gullet. The thing was nearly stifled, and feeling the knife, it gave a last and awful struggle and I really feared I should be beaten. However, I also put forth a last effort, and gradually the kicks and the struggles subsided. I loosened my grip and let the blood flow, and when I thought it was pretty far gone I jumped up and joined Crewdson. Even then it made a wild attempt to rise, but could not." This true story recalls the fight with the ostrich so graphically depicted in Rider Haggard's *Jess*, which describes incidents in the first Boer war.

MOBILIZATION IN RUSSIA.

LAST YEAR'S EXPERIMENTS.

In a letter from Odessa, dated April 8th, the *Times* correspondent says that in addition to the numerous experiments in mobilization which are known to have taken place this year in different parts of the Russian Empire, the local papers publish the following:—In two Governments of the Empire last year an experiment was carried out of actually calling up for service with the colours soldiers of the reserve and horses for the troops. The object of this experiment was to ascertain in practice the alacrity of the civil population and of the military authorities when acting jointly, to verify the expediency of the regulations issued for the conduct of the mobilization and to ensure accuracy and regularity in all preparatory accounts drawn up by the local civilian authorities.

MOBILIZATION THIS YEAR.

A similar test mobilization will be carried out in two districts during the course of the present year. The telegram concerning the test mobilization will be despatched over the signature of the General-Commandant of the troops in the military division, and its instructions must be carried out by those whom it concerns with the greatest promptitude. For the relief of the inhabitants certain exemptions from service during the mobilization will be allowed; for example, all officers, tchinovniks and rank and file of the reserve holding appointments in the Imperial Civil Service, even though such appointments do not entitle the holders of them to exemption from the duties imposed by the ordinary rules relating to reserve mobilization, and all reserves temporarily residing outside the confines of the district in which the mobilization will take place, will be exempted.

THE SUPPLY OF HORSES.

The Minister of the Interior has requested the governors of provinces to issue, without delay, notices informing the inhabitants of their Governments far and wide of the coming test mobilization, and to take particular pains to explain clearly to them both the object of the mobilization and the exemptions to be allowed them in regard to the statutes relating to the calling up of reserves, at the same time calling their attention to the fact that liberal monetary allowances are to be made for the supplying of horses. Again, in terms of an order just issued by the joint Ministries of War and Home Affairs, in co-operation with the Ministry of Crown Property, carefully compiled lists, showing the number of horses available for the transport, artillery, and cavalry arms of the Imperial service, are to be prepared in the various districts of the Government of Kherson. From the last official lists for the Government of Kherson, which were published in 1896 and and did not include Odessa, the number of horses available and fit for active military service was returned at 18,000 out of a total of 111,000 owned throughout the Government of Kherson.

MILITARY SURVEYORS AT WORK.

During the past few weeks special surveys have been made by Russian military experts of all the railroads throughout south Russia and those of the Caucaus—that is to say, those connecting these districts with the important military districts of the north. The rolling stock has been thoroughly overhauled, and every preparation made for the transporting if necessary of large bodies of men, horses, and provisions. Whether this extraordinary activity is in consequence of the coming great Russian military manœuvres in the autumn, or of the delicate relations existing between Russia and Japan, or due to the attitude taken up by the military party in regard to the Transvaal question it is difficult to say.

AMERICA'S PROBLEM.

It is a fact that Porto Rico is attached to the American continental system and that there are some special circumstances, to be considered in respect to the Hawaiian islands. Disregarding for the moment these special matters and remitting the constitutional questional to the decision of the courts the following maxims will be found applicable to the general question of the treatment of our island possessions. The Philippines presenting the most extreme case the reasoning is applied directly to those islands.

The Philippines must be governed with primary reference to the interests of the Filipinos. Any other course would be oppression and would justify rebellion as it justified the rebellion of the American colonies in 1775. Man for man and dollar for dollar, it is right that those islands should contribute with ourselves to the expenses of the common government and the common defense. To compel them, through any fiscal arrangements, to contribute to the enrichment of their fellow citizens of the mainland without corresponding advantage to themselves would be tyranny. The interests of the Filipinos require that they be incorporated in our fiscal and commercial system on precisely equal terms with ourselves, including, of course, such burdens and restrictions as we place upon ourselves. If we maintain a protective tariff let the Philippines enjoy its benefits. If we ever adopt free trade let them endure its evils. For better or worse, they are joined to our destiny. Locally let them govern themselves, possibly more or less unwisely, but certainly better than any one else can govern them. They must learn to govern by governing. There is no other way known to the science of statemanship. The general laws and the Constitution of the United States must cover the islands. Doubtless this will involve some difficulties, of which the most serious concern religion and the lands of the religious orders. Those matters must be settled by the Filipinos themselves, with no interference on our part except to guarantee that no man shall be forced to pay for the support of religious teachers, no religious order be deprived of its property without compensation and all be free to practice the religion of their choice. The Sultan of Sulu must be permitted to maintain a harem even though we forbid the head of the Mormon church to do so. We took them for better or worse as they did us.

All this is for our interest, but it is essential to the Filipinos. We offer the best market for what they have to sell and we are bound to give it to them. We can supply them better than others with all they need to buy except rice. They must pay the same tariff on that that we pay. It will increase the local production of rice, and by so much diminish their competition in products which are produced here. Incidentally it will increase their use of flour, which we have to sell to them. They will compete with us in the production of sugar and tobacco. We are, of course, sorry for this and wish there could be such a trade as would give us all profit and no loss, but such trades are rare. We cannot have it in this case without tyranny. If we did not want the bad with the good we should have never paid $20,000,000 for the islands. The operation of the Chinese exclusion laws will be as desirable and as welcome in the Philippines as here.

But there is another reason. Without commercial identity there is no hope of inspiring the Filipinos with the spirit of American nationality which is essential to a peaceful union. There is no unity of race and no bond of common origin and tradition. All the sentimental ties which hold nations together are wanting. If we do not offer the bond of identical commercial interests and the free intercourse which accompanies it there is nothing to bind them to us. They will esteem themselves and they will be a dependent conquered race, a people without a country, always ready and always seeking to break the shackles which bind them.

But if commercial union is essential to the Filipinos it is also essential to us. The increasing trade will beget low freights not only between us and these islands, but between us and all Asia. Low freights make good markets. By incorporating the Philippines in our fiscal system we keep clear of the never-ending entanglements of the "Eastern question," while establishing an American commercial entrepot upon the very borders of the Asiatic continent. We can get clear of these entanglements in no other way except by abandoning the Philippines, which we cannot honourably do. The result of this will be to minimize the dangers of collision in the East, and the expense of our military and naval estalishment. It makes an outlet for outlet for our capital without injury to our labor, for with the extension of our fiscal system there will be assimilation of prices in labour as well as in other things. The Filipinos will not come here to compete because they cannot live here. They will not be citizens of a state and, therefore, will not help to govern us. The Philippines will be a self-governing territory, an integral part of one of the great powers of the world. It is best for them. It is best for us.—*S. F. Chronicle.*

THE QUEEN AND THE VETERAN.

The following pretty incident occurred during the recent visit of the Queen to Kilmainham Hospital, the home of Irish veteran soldiers:—

At last the cheering at the gates told of the Queen's arrival. The duke, striding down the line, took up a position by his staff on the extreme left. He gave the word of command, and the old men struggled to their feet and dressed upon the duke himself.

The Royal carriage drew up opposite the duke, while the trembling hands of the veterans travelled to their cocked hats and remained at the salute. The Duke stepped forward, and told her Majesty that the oldest soldier in the hospital, Private Hugh Magorian, would present her with a bouquet. He was eighty-one years of age, said the duke, and had served her Majesty for over sixty years. In the 17th Foot he served in the Afghan campaign of 1839, and had won the famous Ghuznee meal. He had afterwards volunteered for the Crimea.

Then Hugh Magorian, a fine soldierly old man and upright still, with a white beard flowing to his waist, stepped forward. The Queen saw the boquet of orchids and purple iris that he carried. Her face lit up with a smile, and leaning forward she put out her black-gloved hand and rested it over the side of the carriage.

Standing very stiff inside his uniform, but with an old-time dignity and courtesy, Private Hugh Magorian said, "I am very proud, your Majesty, at having the honour to present this bouquet to your Majesty."

The white-haired Queen, with her own hand, took the flowers from the white-haired soldier, and said, "Thank you," three times, and she smiled and placed the bouquet in her lap.

Her Majesty smiled and bowed to the duke, and then bowed once more to Hugh Magorian. The carriage passed on down the veterans' ranks. Their hats were off now, and they were waving them above their heads, cheering with cracked old voices. Then the carriage disappeared round the corner of the hospital, and the touching ceremony was over.

THE BURMO-CHINESE BOUNDARY OUTRAGE.

NO FURTHER TROUBLE ANTICIPATED.

RANGOON, April 20th.

A Press Note issued to-day says:—In consequence of the requests made by the British Ambassador in Peking to the Chinese Government, and of the communications which have passed between the Deputy Commissioner, Myitkyina and Sub-Prefect of Tengyueh, the Chinese forces of regular troops and irregular levies, which were stationed near the frontier, have been much reduced, and all the Chinese troops and levies have retired to the east of the watershed of Nmaikha. The Chinese force, which occupied Hpare, the scene of the conflict between Mr. Hertz's escort and the Chinese levy, is reported to have burnt some houses and driven off some cattle before retiring. Negotiations for a meeting between the Deputy Commissioners of Bhamo and Myitkyina and the Sub-Prefect of Tengyueh are still proceeding. It seems probable that the officials at Tengyueh at first believed, though erroneously, that Hpare was in Chinese territory. It is in point of fact within the provisional boundary claimed in 1899 by the British Government, and acquiesced to by the Government of China, though not in the administered territory. No further trouble is anticipated on the frontier, and definite arrangements for the settling of the boundary will, no doubt, be concluded in due course. The Chinese General left Tengyueh on the 3rd April for Talifa, where it is reported, the Panthays are giving some trouble.

RANGOON, April 23rd.

A Press Note issued to-day says: After the Boundary Commission left the neighbourhood of Meng Tun, the place where the regrettable murder of Mr. Sutherland and Major Riddle took place, the Was surrounded the valley in which the town lies, and after some desultory fighting succeeded in burning a part of it. The Chinese had one man killed and several wounded. Meng Kaw is said to be also threatened by the Was. It is considered likely that the Shan cultivators, who have to be protected by the Chinese soldiers, while preparing their fields for paddy crops, will migrate to Kengma or elsewere.

The boundary between Burma and China has been settled by the Commissioners as far east as the neighbourhood of Sao Hin, about longitude 99·15. From that point the Chinese Commissioners claim the border of Chenpien, while the British Commissioner claims the line of the Kong-Min Sham. Negotiations for reconciling these claims are proceeding, and the Commission has marched over the territory in dispute.

The Chinese commissioners have some difficulty in understanding the references to latitudes, longitudes, and water-sheds in the agreement concluded between two Governments.

ANOTHER TIGER STORY.

A tiger story which is more in the way of the shooting episodes in the pages of Captain Williamson than of the sport of these degenerate days, comes from Nimar. The Deputy Commissioner heard of a tiger which was giving trouble east of Piplod, and had mauled two men. He could not, however, go out there, as urgent famine work kept him in another part of the district. About ten days later he was inspecting a famine camp in that direction, and heard that the tiger had been seen in a scrap of jungle hard by. A beat was planned, and the sportsman got himself seated fairly well in a machan with a few "slops" in neighbouring trees. The beaters were sent round to start the beat, but before it could commence, out walked a large male tiger. He looked up at Mr. Walker, and turned to go off. Mr. Walker sent two .303 Dum Dum bullets after him. Out rushed a tigress on the other side of the nullah. Mr. Walker sent a bullet after her. He had scarcely fired when a third tiger broke on the other side of him, and again the sportsman got in a shot. All three animals disappeared into the nullah. There was much shouting to keep the natives back, and then all was still. Mr. Walker cautiously approached the nullah and took a view from a high bank. He saw three tigers lying apparently dead, a tiger and tigress within three or four feet of each other and another tiger about fifteen paces off. He threw stones down to make sure, and fired off his shot gun. There was no motion; they were clearly dead. Nevertheless he would not allow any one to go down for a time. The excited beaters refreshed themselves with water higher up the nullah; and Mr. Walker quietly had a cup of tea in full view of his victims. Then he moved on. He exchanged his .303 rifle for a .577, and went into the nullah. The natives, confident, of course, of the death of the tigers, pressed on close behind him. When he had got fairly into the nullah, his eye caught a tree which had so fallen as to form a small cave. There, glaring out at the men who were descending into the nullah, lay a fourth tiger, or rather a second tigress. She was evidently preparing to spring out, and break through the unconscious array of beaters. Mr. Walker raised his rifle, aimed steadily, hit her above the eye at a few paces distance and she never moved. The excitement of the crowd that carried four tigers out of that nullah baffles all description. Any one, says the correspondent who furnishes this account, who knows Mr. Walker, will believe that he was the only man there who was as cool as a cucumber. *Bombay Gazette.*

BICYCLES AND DOGS.

The following from the *Globe* should interest local bicyclists:—

A very sensible appeal has been issued by the Committee of the Oxford Branch of the Royal Society for the Prevention of Cruelty to Animals. It has called the attention of all bicyclists to the danger of overtasking the strength of their dogs when running with bicycles over long distances at high speed. No doubt, this warning is specially needed at the Universities, where so many men keep both dogs and bicycles, but it is almost equally needed in all parts of the country. Running with a bicycle is even worse for a dog than running with a cart, for the man on the bicycle nearly always goes farther and faster, and most dogs would sooner die than stop. Even if the dog does not die, it may suffer very seriously from the severe strain, and be much injured in health. In many cases, too, dogs get lost in country places owing to their being unable, in spite of all their efforts, to keep up with their masters, who have forgetfully ridden on and paid them no attention until it was too late. As the Society points out, the dog is itself always so eager to go out for a run with its master, that one cannot in every case remember that, after all, the animal may be overtaxing its powers. It is not unkindness but heedlessness which makes a man who is spinning along a smooth road forget that his dog is probably keeping up with him with the greatest effort and with much distress. Dogs are so plucky that they will never give in as long as they can stand, and their masters should therefore remember their animals, and not tax them beyond their strength.

MAFEKING.

"The town can still hold out *with care*."—Reuter.

We've 'ad brave deeds in 'ardfuls, from the time the war began:
'Olesale deeds by regiments—Deeds by a single man:
Hot-blood deeds an' cold blood—Both sides 'ave 'ad their share,
But you can't beat little Mafeking—that 'can still hold out *with care*.'

They're down on the lowest rations an' the typhoid's hangin' round;
An' many 'ave sent their checks in and are resting under ground.
But they know that the world is watching and their 'earts know no despair,
So they send us a cheerful message, "We can still hold out *with care*."

It's a playful little billet—kind of as if they'd say
"So far we've been only foolin'—so far it's been mere child's-play;
In a sort of ap'azard manner we've run the little affair,
Now it's getting a bit more serious, but we can still hold out *with care*."

We know they're of no great value they're of no strategic use:
That it wouldn't really matter if the 'ole lot went to the dooce:
But there isn't a Tommy among us, who wouldn't be ready to dare
And die for to save that 'ardful, that can "still hold out *with care*."

—*N. F. Press.*

ASSAULT ON SOLDIERS BY NATIVES.

CALCUTTA, April 23rd.

The Bankipore correspondent of the *Englishman* reports that a murderous attack took place on three soldiers on Friday evening at Shahpur, close to Dinapur. Three privates of the Munster Fusiliers, driving in a ticca gharry quietly along the district road, were attacked by a large crowd armed with lathis and heavy brickbats, the persons in the crowd shouting "Doctor Sahebs hai, maro." The gharry becoming completely wrecked, the soldiers abandoned it to rush for the barracks, two miles distant. Two of them succeeded in forcing their way out of the crowd. Both were badly wounded by the mob. On reaching the barrack search parties started to look for the third. They searched all night, and found him early on Saturday lying senseless in a ditch, left for dead. His head and face were battered in and his clothes covered with blood. All three are in hospital. The latter is in a critical state. Near the same place, on Thursday, a party of natives ladies, related to the non-commissioned officers, 18th Native Infantry, while driving, were attacked, assaulted, and abused. Their clothes were torn and their jewels were stolen. Eight of the ring-leaders have been arrested and fully identified, four of them having been engaged in both the assaults.

THE NORDDEUTSCHER LLOYD.

The Norddeutscher Lloyd, says a home paper, is about to take another step towards the consolidation of its position in the Far East, the importance of which was so greatly enhanced last year by the acquisition of the boats of the Holt Line and the Scottish Oriental Line. By virtue of these transactions several important and old-established branch lines to Burmah, Siam, and the Sunda Islands passed into German hands, the number of boats included in the said lines being at present twenty-four. The lines join up at Penang or Singapore with the steamers of the East Asiatic Imperial Line of the Norddeutscher Lloyd. When the boats now being built for the navigation of the Yang-tsze-Kiang and for the proposed additional branch lines are set to work, the number of vessels engaged in the local traffic of the Norddeutscher Lloyd in the waters of China and Cochin-China will be increased to forty. The Imperial Line of mail steamers to the Far East has also now been doubled, and a connecting line to the Caroline and Ladrone Islands is to be established; and, in view of the increasing traffic of the Company in that part of the globe, the N. D. L. has decided to set up a survey department of its own at Hongkong, to which the local management of the nautical and shipbuilding interests of the Company can be confided. Captain Meissel will be at the head of the survey department, and Engineer Michael will have charge of the shipbuilding section.

AN AMBITIOUS COMPANY.

A Company with the, rather ambitious programme of "opening up and exploring China" was constituted at Brussels on the 28th March, with a capital of 8,500,000 francs, which may be increased to 10,000,000. It is entitled the "Compagnie Internationale d'Orient," and the capital has been subscribed in Belgium, Germany, France, Holland, Austria-Hungary, Russia, Switzerland, and Italy. The number of the founders is 400, and most of the great banks, wholesale firms, and capitalists of Belgium are interested. There is also a powerful German group represented by the Disconto Gesellschaft and the Deutsche Bank, and an Austro-Hungarian group represented by the Wiener Bankverein and the Ungarische Handelsband. France is represented by the Banque de Paris et des Pays Bas, the Comptoir National d'Escompte, the Banque Ottomane, the Banque Parisienne, the Société Générale, and several other banking houses; Russia is represented by the St. Petersburg International Bank of Trade; Switzerland by the Bankverein, the Schweizerische Creditanstalt, and the Union Financière; Holland by the Amsterdamsche Bank; and Italy by the Banca Comerciale, the Credito Italiano, and the Roman banking house of Manzi & Co. M. Beernaert, the Belgian statesman, has been chosen as chairman, and the directorate includes many prominent names in the European financial world.—*Fairplay.*

SHIPPING REPORTS.

Capt. Weigall, of the steamship *Loongsang*, from Manila, reports:—Light winds and fine clear weather.

Captain Davis, of the steamship *Haiching*, from Foochow, Amoy, and Swatow, reports:—Light to moderate winds with fine clear weather throughout. Vessels in Swatow:—*Dagmar, Kweilin, Shansi, Siam, Tientsin, Taiwan, Chunsang*, and *Viksang*.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1893.

Barometer	29.8
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.91	29.82
Temperature	82	83
Humidity	77	73
Rainfall	—	—

TO-DAY.

Friday, 18th May, 1900.

Chinese—*20th of 4th moon of 26th year of Kwang-su.*

Sun—*Rises*	5hr. 20min.
Sets	6hr. 32min.
High water—*Morning*	10hr. 27min.
Afternoon	0hr. 0min.
Low water—*Morning*	3hr. 57min.
Afternoon	6hr. 9min.

ANNIVERSARIES.

1842—The city of Champs taken by the British troops.
1868—Nicholas II., Czar of Russia, born.
1873—Khiva captured by the Russians.
1877—Ng Choy, the first Chinaman to adopt the legal profession, admitted to the Hongkong Bar.
1890—Destructive fire in Shanghai; 55 houses destroyed.
1891—Anti-foreign riot at Nganking.
1896—Suicide of Lieut. Commander Adary of H.M.S. *Pigmy*, at Yokohama.
1897—Domokos abandoned by the Greeks.
1899—Chinese Government sign loan of £10,000,000 from H.K. & S. B. Bank and the German Bank.
1899—Peace conference meets at the Hague.

TO-MORROW.

Saturday, 19th May, 1900.

Chinese—*21st of 4th moon of 26th year of Kwang-su.*

Sun—*Rises*	5hr. 20min.
Set	5hr. 32min.
High water—*Morning*	0hr. 50min.
Afternoon	11hr. 12min.
Low water—*Morning*	4hr. 37min.
Afternoon	7hr. 2min.

ANNIVERSARIES.

1841—The Select Committee issued a notice that British Trade would be suspended at Canton on August 1st.
1849—Attempted assassination of the Queen by Hamilton.
1878—Capt. Superintendent Deane and several constables wounded by burglars in Hongkong.
1883—Defeat of a French sortie at Hanoi; Commandant Riviere killed.
1890—Fire at the godowns of the Hongkong Dispensary; damage $160,000.
1895—Bishop Pizzoli consecrated.
1897—Capsize of the s.s. *Sir Hong Ann* near Malacca; 100 lives lost.
1898—Death of William Ewart Gladstone Aguinaldo lands at Cavite.
1899—*Universal Gazette* states that Canton Viceroy sent message to Mrone landing the Hinterland rebels.

AGENDA.

TO-MORROW.

(About) N. P. steamer *Monmouthshire* leaves for Portland, Oregon.
N. L. steamer *Bamberg* leaves for Havre and Hamburg.
4 p.m.—Cargo ex *Empress of Japan* subject to rent.
5 p.m.—C. N. Co.'s steamer *Diamante* leaves for Manila.
9.30 to 11.30 p.m.—"Terrible" Fête.

SUNDAY, 20th.

C. N. Co.'s steamer *Marie Jebsen* leaves for Samarang and Sourabaya.

TUESDAY, 22nd.

(About) P. & O. steamer *Japan* leaves for London etc.
8 p.m.—Annual Dinner of the Devonian Society at Hongkong Club.
Cargo ex *Silesia* subject to rent.
Cargo ex *Sachsen* subject to rent.
Cargo ex *Ardandearg* subject to rent.
4 p.m.—I. C. S. N. Co's steamer *Leongsang* leaves for Manila and Iloilo.

WEDNESDAY, 23rd.

12 for 12.15 p.m.—2nd Ordinary Annual and Extraordinary General Meetings of the "Star" Ferry Co., at the Co.'s Offices, No. 2 Connaught Road.
Noon—O. & O. Co.'s steamer *Doric* leaves for San Francisco etc.
Noon—Cargo ex *Tandaura* subject to rent.

THURSDAY, 24th.

Queen's Birthday.
O. S. Co.'s steamer *Idomeneus* leaves for Liverpool (direct) via Suez Canal.
(About) C. & O. S. Co's *Strathgyle* leaves for San Diego and San Francisco.

FRIDAY, 25th.

4 p.m.—N. Y. K. steamer *Kasuga Maru* leaves for Australia etc.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Indus*) to-morrow.
American (*Nippon Maru*) 23rd inst.
Indian (*Kumsang*) 24th inst.
Tacoma (*Braemar*) 26th inst.
Australian (*Australian*) 27th inst.
Canadian (*Empress of China*) 29th inst.
American (*City of Rio de Janeiro*) 1st prox.
American (*Coptic*) 8th prox.

* * *

The N. P. S. Co.'s steamer *Argyll*, arrived at Portland on the 16th inst., from Japan.

* * *

The steamer *Kumsang*, from Calcutta and Straits left Singapore for this port on Thursday, the 17th inst., at 6 p.m.

* * *

The N. Y. K.'s steamer *Kamakura Maru*, (Europe Line) left Singapore for this port yesterday, the 17th inst., and is expected to arrive here on the 23rd inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

Brooklyn	at	Kowloon	Dock
U.S.S. *Monterey*	"	"	"
Hue	"	"	"
Taiyuan	"	"	"
Independent	"	Cosmopolitan	"
Devawongse	"	"	"
Mongkut	"	"	"

* * *

PASSED THE CANAL.

Outward—2nd May—*Erzherzog Ferdinand*. 5th May—*Dardanus, Glaucus, Asturia, Frederica, Forest Dale*. 9th May—*Benlawres, Oopack, Canton, Oldenburg*. 12th May—*Menelaus, Hitachi Maru*. 15th May—*Benlomond, Kawachi Maru, Wittenberg, Lavs, Heidelberg, Pakling, Norman Isles, Kurdistan, Weimar*.
Homeward—*Konig Albert*. 2nd May—*Tentlen*. 9th April—*Annam, Iona, Massilia*.
Arrivals at Home—8th April—*Orestes, Tonkin*. 16th May—*Annam*.

Shipping.

Arrivals.

LIGHTNING, British steamer, 2,122, J. G. Spence, 18th May,—Calcutta 28th April, Penang and Singapore 12th May, General.—David, Sassoon Sons & Co.

CLARA, German steamer, 675, A. Hansen, 18th May,—Haiphong and Hoihow 17th May, General.—Jebsen & Co.

HERMES, Norwegian steamer, 849, J. C. Jensen, 18th May,—Canton 17th May, Coal.—Jardine, Matheson & Co.

HONGKONG, French steamer, 742, Pannier, 18th May,—Haiphong 15th May, and Hoihow 17th, General.—A. R. Marty.

HIROSHIMA MARU, Japanese steamer, 2,035, S. Yoshizawa, 18th May,—Singapore 12th May, General.—Nippon Yusen Kaisha.

CHINA, German steamer, 1,113, P. Voss, 18th May,—Saigon 14th May, General.—Siemsen & Co.

HAICHING, British steamer, 1,267, W. Davis, 18th May,—Foochow 15th May, Amoy 16th, and Swatow 17th, General.—Douglas, Lapraik & Co.

ROYALIST, British steamer, 7,025, S. Tierney, 18th May,—Singapore 11th May, General.—Shewan, Tomes & Co.

BALTIMORE, American cruiser, 4,413, J. M. Forsyth, 18th May, Wonsung 15th May.

LOONGSANG, British steamer, 1,080, G. S. Weigall, 18th May,—Manila 13th May, General.—Jardine, Matheson & Co.

Clearances at the Harbour Office.

Sangkiang, British str., for Manila.
Kongmun, British str., for Canton.
Saikong, British str., for Samsui.
Santa Cruz, American ship, for Yap.
Hermes, Norwegian str., for Hongay.
Loosok, British str., for Bangkok.
Wingsang, British str., for Shanghai.
Tandaura, British str., for Kobe.
Chelydra, British str., for Singapore.

Departures.

May 18, *Canton*, British str., for Shanghai.
May 18, *Tailee*, German str., for Mauritius.
May 18, *Hailoong*, British str., for Swatow.
May 18, *Pronto*, German str., for Canton.
May 18, *Sanuki Maru*, Jap. str., for Singapore.
May 18, *Loyal*, German str., for Canton.
May 18, *Taisang*, British str., for Canton.
May 18, *Jacob Diederichsen*, German str., for Kiaochow.
May 18, *Chelydra*, British str., for Calcutta.
May 18, *Sungkiang*, British str., for Manila.
May 18, *Wingsang*, British str., for Shanghai.
May 18, *Silesia*, Austrian str., for Singapore.
May 18, *Tandaura*, British str., for Kobe.

Passengers—Arrived.

Per *China*, from Saigon—65 Chinese.
Per *Lightning*, from Singapore—756 Chinese.
Per *Haiching*, from Coast Ports—Mr. Bell, and 116 Chinese.
Per *Loongsang*, from Manila—Mrs. Rosinalder, Mrs. Griffith, Messrs. B. Sumner, J. Roder, W. Sneidet, A. Balante, Alax Beery, and 16 Chinese.

STEAMERS EXPECTED.

Names.	From.	Due.
Indus	Singapore	To-morrow
India	Singapore	To-morrow
Ambria	Singapore	May 21st
Antenor	Singapore	May 21st
Nippon Maru	Japan	May 23rd
Miike Maru	Moji	May 23rd
Kumsang	Singapore	May 24th
Braemar	Portland, Or.	May 26th
Australian	Port Darwin	May 27th
Empress of China	Vancouver	May 29th
City of Rio de Jan.	San Francisco	June 1st
Coptic	San Francisco	June 8th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Proposed Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Agamemnon	London	June 12th
Airlie	Sydney, &c.	May 31st
Ambria	Havre, &c.	June 21st
America Maru	San Francisco, &c.	June 26th
Anping Maru	Swatow, &c.	May 30th
Antenor	London	June 26th
Argyll	Portland, &c.	June 30th
Bamberg	Havre, &c.	May 19th
Bavera	Straits, &c.	July 12th
Belgian King	San Diego, &c.	June 20th
Benlarig	London	June 6th
Braemar	Portland, &c.	June 9th
China	San Francisco, &c.	July 31st
City of Peking	San Francisco, &c.	July 5th
City of Rio	San Francisco, &c.	June 9th
Clyde	Shanghai	May 26th
Coptic	San Francisco, &c.	June 19th
Coromandel	Europe, &c.	May 26th
Diamante	Manila	May 19th
Doric	San Francisco, &c.	May 23rd
Drummond	New York	June 10th
Duke of Fife	Victoria, B.C.	July 28th
Emp. China	Vancouver, &c.	June 6th
Emp. India	"	June 27th
Emp. Japan	"	July 18th
Freiburg	Havre, &c.	July 6th
Futami Maru	Japan	May 26th
Gaelic	San Francisco, &c.	July 14th
Glenogle	Victoria, B.C.	July 3rd
Goodwin	Victoria, B.C.	June 2nd
Haiching	Swatow, &c.	May 25th
Hakata Maru	Marseilles, &c.	June 1st
Hamburg	Straits, &c.	May 30th
Hiroshima Maru	Kobe & Yokohama	May 22nd
Hongkong Maru	San Francisco, &c.	July 21st
Idomeneus	Liverpool	May 24th
India	Shanghai	May 20th
Japan	London	May 22nd
Kasuga Maru	Sydney, &c.	May 25th
König Albert	Straits, &c.	Aug. 9th
Kweiyang	Tientsin	May 22nd
Loongsang	Manila, &c.	May 22nd
Marie Jebsen	Samarang, &c.	May 20th
Miike Maru	Bombay, &c.	May 25th
Mikawa Maru	Shanghai, &c.	May 22nd
Monmouthshire	Portland, &c.	May 19th
Nippon Maru	San Francisco, &c.	May 31st
Oldenburg	Straits, &c.	June 28th
Patroclus	London	May 29th
Pioneer	Ichang, &c.	May 23rd
Preussen	Straits, &c.	Sept. 20th
Prinz Heinrich	Straits, &c.	Sept. 6th
Queen Adelaide	Victoria, B.C.	July 25th
Rosetta	Japan	May 26th
Sachsen	Straits, &c.	June 14th
Sambia	Havre, &c.	June 30th
Sarnia	Havre, &c.	June 6th
Strathgyle	San Diego, &c.	May 22nd
Stuttgart	Straits, &c.	July 26th
Tamsui Maru	Swatow, &c.	May 20th
Thyra	San Diego, &c.	July 20th
Weimar	Straits, &c.	Aug. 23rd

Intimations.

GRAND FAREWELL BENEFIT CONCERT

OF

Miss MURIEL ALLEYNE.

IN consequence of the "FETE" to the Officers and Men of H.M.S. "TERRIBLE" being arranged for the 26th instant, this Concert will be POSTPONED till SATURDAY, the 26th instant. Tickets already issued will be available for this Date.

J. HERALD CONCERT DIRECTOR.
Hongkong, 17th May, 1900. [629b

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE is hereby given that all Parties who were Holders of Shares on the 4th May, and who wish to apply for the New Issue of Capital must Register their Holdings on or before the 21st May.

The TRANSFER BOOKS will be CLOSED from the 22nd to the 28th instant, both days inclusive.

By Order,
EDWARD OSBORNE,
Secretary.
Hongkong, 7th May, 1900. [556b

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty Seventh day of March, 1900, the following RESOLUTION were passed.

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of $1,250,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of $25 as paid up thereon in addition to the Sum of $50 now standing to the credit of each Share.

2.—That the Balance of $25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of $25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is hereby given that, in accordance with Article 54 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of $12 per cent. per Annum, upon all Calls remaining Unpaid after the 2nd day of July, 1900, up to the actual date of payment of the same.

By Order of the Board,
A. SHELTON HOOPER,
Secretary.
Hongkong, 27th March, 1900. [405b

SANITARY BOARD.

THE Attention of Owners of House Property in the Colony is directed to the Requirements of Section 7 of Ordinance No. 34 of 1899 with regard to the Provision of a Backyard for every existing domestic building, and to the fact that these Backyards must be provided before the 1st day of June, 1900.

By Order,
G. A. WOODCOCK,
Acting Secretary, Sanitary Board.
Sanitary Board Office,
Hongkong, 10th April, 1900. [509b

WANTED.

A REMINGTON TYPEWRITER, New or Second hand, but really Good Order. Reply to P. O. Box 35, giving Particulars, Price, &c.
Hongkong, 14th May, 1900. [633b

WANTED.

A COPY of the Local "HANSARD," 1891-2.
Address,
E. E.,
Office of This Paper.
Hongkong, 16th May, 1900.

NOTICE OF REMOVAL.

I HAVE This Day REMOVED my Residence from No. 65, Praya East, to No. 7, LEIGHTON HILL ROAD.
L. MALLORY.
Hongkong, 16th May, 1900. [639b

NOTICE OF REMOVAL.

THE MUTUAL STORES have This Day REMOVED to Nos. 8 & 10, D'AGUILAR STREET, near POST OFFICE.
NEW GOODS. EXTENSIVE REDUCTIONS IN PRICES.
Hongkong, 15th May, 1900. [632b

NOTICE OF REMOVAL.

THE HONGKONG TIMBER YARD, (ESTABLISHED 1852), has This Day been REMOVED from No. 65, PRAYA EAST, Marine Lot 109, to Inland Lot 1,508, BOWRINGTON CANAL, near LEIGHTON HILL ROAD BRIDGE and opposite LEE YEUN SUGAR REFINERY.
L. MALLORY.
Hongkong, 1st May, 1900. [560b

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.
H. RUTTONJEE,
5, D'Aguilar Street.
Hongkong, 27th April, 1900. [34

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSSEN & Co.
Hongkong, 28th May, 1895. [30

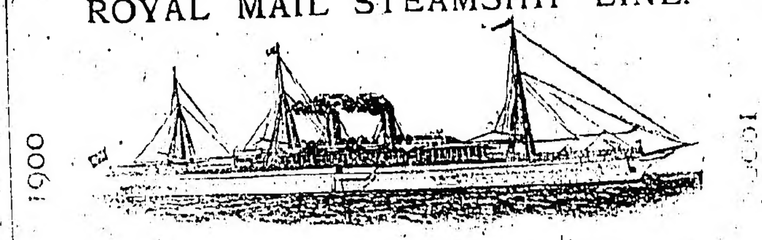
SALAMANDER FIRE INSURANCE CO.

NOTICE.

THE UNDERSIGNED, having been appointed AGENTS for the above COMPANY, are prepared to accept Risks against FIRE at CURRENT RATES.
HOTZ, S'JACOB & CO.
Hongkong, 31st March, 1900. [422b

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 6th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 27th June.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 18th July.

THE magnificent Twin screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street. [3

Hongkong, 16th May, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

FOR SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Goodwin	4,424	A. Jackson	June 2
Glenogle	3,730	W. Fraker	July 3
Queen Adelaide	2,832	A. McNair	July 25
Duke of Fife	3,821	J. S. Co.	July 28

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Mammoth shire	2,874	W. A. Evans	May 19
Riverman	3,001	W. Watt	June 9
Royal	2,997	Thomson	June 30
Monmouthshire	2,871	W. A. Evans	Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 17th May, 1900. [1

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle	5,023	Tuesday	May 22
Belgian King	3,379	about	June 20
Thyra	3,812	about	July 20

THE Steamship

"STRATHGYLE,"

will be despatched for KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on TUESDAY, the 22nd instant, at 4 P.M.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 18th May, 1900. [28

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

IN LAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Wednesday, 23rd May, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 19th June, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 14th July, at Noon.

THE Company's Steamship

"DORIC,"

is despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on WEDNESDAY, the 23rd instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *enroute*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.
C. L. GORHAM,
Acting Agent.
Hongkong, 1st May, 1900. [2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 26th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 12th May, 1900. [5

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU ..... S. Yoshizawa	KOBE and YOKOHAMA	TUESDAY, 22nd May, at Daylight.
MIKAWA MARU ..... M. Takahashi	SHANGHAI, CHEMULPO and NAGASAKI	TUESDAY, 22nd May, at 4 P.M.
MIKE MARU ..... S. Kawamura	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 25th May, at Noon.
KASUGA MARU ..... E. W. Haswell	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th May, at 4 P.M.
FUJAMI MARU ..... J. Thom	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 26th May, at Noon.
HARATA MARU ..... F. L. Sommer	MARSEILLES, LONDON & ANTWERP, VIA STRAITS; COLOMBO and PORT SAID	FRIDAY, 1st June, at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.
Hongkong, 15th May, 1900. [6

NORDDEUTSCHER LLOYD. — HAMBURG-AMERIKA LINIE.

(Freight Service.) *(Freight Service.)*

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
BAMBERG ..... Jacobs	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	19th May.	Freight.
SARNIA ..... Fuchs	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	6th June.	Freight and Passage.
AMBRIA ..... Burmeister	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 21st June.	Freight.
SAMBIA ..... G. Schmidt	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	*About 30th June.	Freight.
FREIBURG ..... Feyen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 6th July.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 31st May, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 26th June, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 21st July, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 31st instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.
C. L. GORHAM, Acting Agent.
Hongkong, 9th May, 1900. [7

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 9th June, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 5th July, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 31st July, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 9th June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.
C. L. GORHAM, Acting Agent.
Hongkong, 1st May, 1900. [1

Consignees.

NOTICE TO CONSIGNEES.

THE C. P. R. Co's Steamship

"EMPRESS OF JAPAN."

Having arrived from VANCOUVER, &c., Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th instant, at Docks will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

D. W. CRADDOCK,
Acting General Agent.
Hongkong, 14th May, 1900. [625b

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE," FROM PORTLAND, OR., YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 14th May, 1900. [4

NORTHERN PACIFIC STEAMSHIP COMPANY.

S.S. "VICTORIA."

NOTICE TO CONSIGNEES AND UNDERWRITERS.

Cargo shipped by s.s. *Victoria*, in Tacoma for Hongkong and the South has been transhipped at Kobe and forwarded to Hongkong by s.s. *Monmouthshire*, which steamer arrived here at 2 P.M., TO-DAY.

Bills of Lading will be countersigned by the undersigned.

DODWELL, & Co., LIMITED,
General Agents.
Hongkong, 14th May, 1900. [629b

NOTICE TO CONSIGNEES.

STEAMSHIP "ARDANDEARG," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.
Hongkong, 15th May, 1900. [635b

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"SILESIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 22nd instant, *or they will not be recognised.*

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 15th May, 1900. [596b

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN,"

of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 22nd instant, and THURSDAY, the 24th instant, at 9.30 P.M.

All Claims must reach us before the 27th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 15th May, 1900. [22

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM,
Acting Agent.
Hongkong, 16th May, 1900. [4

MUNICIPAL FOLLY.

Under the above heading a Singapore contemporary, remarks :—

Our reporter made inquiries as to why Minto Road was now municipally called Muntok Road, and his inquiry resulted in finding out a remarkable case of Municipal folly.

Minto, was from 1807 to 1813 Governor-General of India. He accompanied in person the expedition which conquered Java in 1811. He appointed Sir Stamford Raffles to be Governor of Java. A short time ago, the Municipality, in putting up new enamelled iron name plates, changed *Minto* to *Muntok*. It had been assumed by some ignorant person in the Municipality that *Minto* was a corruption of *Muntok*, a Dutch port not far from Singapore.

This kind of nonsense has been going on all over the town, and we suggest that the Municipal Commissioners should appoint a sub-committee to revise all this silly Municipal misnomenclature that has been going on of late.

THE EVOLUTION OF THE MACHINE GUN.

It is commonly supposed that the machine gun is a product of murderous ingenuity during the past few years. Its evolution is traced by Mr. G. L. Apperson in the current number of the *Argosy*, from which we learn that 250 years ago men had grown tired of fire-arms that could only kill once without being reloaded, and had begun to find out less laborious ways of shooting one another. Celthofe, an armourer of Louis XIII, patented in 1650 a device by which muskets, arquebuses, and pistols could be fired eight or ten times after one loading, and Mr. Apperson quotes an English news sheet of 1657, which reported that the King of Denmark had armed his bodyguard of 160 dragoons with "a sort of new-invented gun, which being but once charged will discharge many times one after another." This no doubt, was Celthofe's patent, or an improvement upon it, and it may have been the same invention that impressed Samuel Pepys so favourably. In July, 1662, he inspected with his Majesty's ordinance officers "a gun to discharge seven times; the best of all devices that ever I saw, and very serviceable, and not a bauble;" and in March, 1664, he records in his diary that "there were several people trying a new-fashion gun brought my Lord Peterborough this morning, to shoot off often, one after another, without trouble or danger." The gun of 1662 perhaps had been less tractable. In Samuel Butler's time the "new fashion gun" was well enough known to pass current as a literary simile; the Swearer, he loosely but aptly said, discharges oaths "as fast as a gun that will shoot nine times with one loading," and he described the Haranguer as one who "when you think he has done, falls on and lets fly again like a gun" of the same sort. These interesting weapons were no doubt the fore-runners of the revolver and magazine rifle; the ancestor of the "pom-pom" species, appeared a little later. There is said to be preserved in Vienna a machine, dated 1678, which could discharge fifty muskets in any direction and at any elevation upon the application of one match, and Mr. Apperson has found a passage in Oldmixon's account of the Duke of Monmouth's rebellion in 1685, which shows that a similar contrivance invented by an inhabitant of Bridgwater, and intended "to be play'd at several passes instead of cannon" in the defence of that town, was discarded because the Duke set a higher value on "the noise of great guns and the terror of bombs." At Ramillies Marlborough captured a rude machine gun, and long before that they had "wheel engines" at the Tower of London which could discharge "150 musquet barrels at once, and turning the wheel as many more," but it was not until 1720, the "Bubble" year, that Puckle's Maceine Company was formed to manufacture and sell, according to promoter, an appliance for discharging round and square cannon balls and bullets, and making a total revolution in the art of war. The round bullets were to be fired against Christians, the square bullets against Turks—a striking anticipation of the doctrine, still held by some, that you may use against foes of one race or religious persuasion bullets which you may not fire at others, and which cannot be fired at yourself without an outrage upon humanity. Although the "London Journal" of March 31, 1722, recorded that it was "reported for certain" that Mr. Puckle's machine was discharged on the artillery ground by one man "sixty-three times in seven minutes, though all the time raining," it was left for Mr. Gatling, 140 years later, to make the first machine-gun that was really formidable in war.

THE BIG BLACK ANT REDEEMS ITSELF.

E. H. A. in "The Tribes on my Frontier" teaches us to despise the common large black ant. But according to the *Indian Planters' Gazette* it has found salvation. A correspondent writing to the journal, advocates the utilisation of ants as tea-bug destroyers. One days while tending and training up a creeper in his verandah, he noticed that the young tendrils were swarming with the common large black ant. On close observation he noticed that they were destroying and devouring, in a most wholesale fashion, myriads of small greenish looking insects, very much resembling the tea-bug in its earliest stages of development. He detached one of the tendrils of the creeper, with a score or so of ants upon it, and placed it on a tea bush infected with tea-bugs. After the creeper had been cleared of all its occupants, the ants in the most natural way possible took to eating up the tea-bugs. Next day, on carefully examing this particular bush, not a single tea-bug could be seen. The ants had decamped, but a few stray ones were afterwards noted on the adjoining bushes seeking for more of their newly acquired food. Several other small colonies of ants which were transferred in like manner behaved in exactly the same way as the first lot. Our correspondent states that he feared the utilisation of these ants on an extensive scale would be found impossible in practice, but he since read that ants are turned to good by the Chinese in the management of their orangeries, and doubts not but that the same would be found to answer in the tea plantations.

That ants have been utilised in China as insect destroyers is a well-known fact vouched for by scientists who have seen them at work and written on the subject. In the province of Canton the orange trees are injured by certain worms, and to rid themselves of these pests the inhabitants import ants from the neighbouring hills. The hill people throughout the summer and winter find the nests of two species of ants, red and yellow, suspended from the branches of various trees. The orange ant-breeders are provided with pig or goat bladders, baited inside with lard. The orifices of these they apply to the entrance of the bag-like nests, when the ants enter the bladders. They then become a marketable commodity at the orangeries. The trees are colonised by placing the ants on their upper branches, and the bamboo rods are stretched between the different trees, so as to give the ants easy access to the whole orchard. It is said that this remedy has been in constant use since 1640 at least, and that it probably dates from a much earlier period.

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Hongkong, 9th March, 1897. [37

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amaigamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...$160.

A special reliable Watch made for this Climate.
Quality A.....$16
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RIGAUD'S WHITE VIOLET EXTRACT

This fugative and delicate perfume is persistant as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society

RIGAUD et Cie
PERFUMERS
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10.000 White Violets equal each bottle of Rigaud's Extract

SIEN TING,

SURGEON DENTIST,
No. 14, DAGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [39

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS
SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong [44

THIS Piano subject needs looking into. For, whereas, if you get a Good Piano at a Low Price you can sell it at a fair Price without difficulty should necessity arise, if you pay a fictitious price for a poor piano you can hardly realize anything on your investment.

The pianos sold by us, besides yielding daily musical dividends, hold the money invested much safer than ordinary instruments, for the construction is honest and economical throughout.

Several Pianos returned from hire in good order VERY CHEAP.

THE ROBINSON PIANO CO., Limited.

The musical portions have not been slighted for the sake of showy external features.
Hongkong, 10th May, 1900. [606b

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [38

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No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies:—
Miiki Coal Mines.
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Shanghai Cotton Spinning Mills.
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Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.
Hongkong, 11th, December, 1899. [33

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
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a speciality.
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NOTICE.

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Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
GEO. T. HAY, British ship, Spicer.—Siemssen & Co.

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FOR SALE.

A LADY'S COLUMBIA FIRST-GRADE BICYCLE, nearly New.
For Particulars, apply to
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c/o This Office.
Hongkong, 17th May, 1900. [644b

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LARGE BUSINESS PREMISES on the TAKU ROAD within easy reach of the bund. The Premises consist of a Six-roomed Bungalow, Three Large Godowns, one with a double storey and flat roof suitable for drying purposes, Compradore's Quarters and Offices, one Brick House, several Out-buildings and all necessary adjuncts to business. One Godown contains a Hydraulic Press, Engine, &c.
For particulars apply to
J. T. SKOTTOWE,
Land, Estate, and General Commission Agents,
Tientsin,
North China.
Hongkong, 9th April, 1900. [466b

VISITORS AT THE HONGKONG HOTEL.

Abraham, Mr. H.	Koppel, Mr. Alex.
Afca, Mrs. A. T., child and 2 servants	Lance, Mr. L. L.
	Launders, Mr. & Mrs.
Aitken, Mr. J. H.	Levy, Mr. L. A.
Angus, Mrs. John	Lewis, Mr. A. R.
Appleby, Mr. and Mrs. G. W.	Lommer, Mr. R. von
	Long, Mr. & Mrs. D. M.
Bailey, Mr. W. S.	
Barlow, Mr. J. and servant	MacGowan, Mr. R. J.
	Maddock, Mr. T. F.
Baronian, Mr. Q. S. J.	Marcenaro, Mr. E.
Bell, Miss C.	McEwan, Mr. Alex.
Bell, Mr. Jos.	McFarland, Mr. W.
Bell, Miss L.	McLeod, Mr. and Mrs.
Billings, Mrs. J. W.	Messer, Mrs. N. T.
Blackburn, Com. R.N.	Messer, Miss M.
Bonnet, Mr. F.	Morlie, Mr. H. W.
Bowers, Dr.	Morrill, Mr. D. T.
Brown, Mr. J. W.	Murphy, Mr. E. O.
Carl, Mr. & Mrs. F. H.	Neirop, Mr. Van
Carter, Mr. H. B.	Newall, Mrs. J.
Charpantein, Madam	O'Neill, Mr. J. J.
Clark, Dr. and Mrs. F.	Parfitt, Mr. W.
Colie, Mr. H. W.	Paudrah, Mr. Antonie
Cowie, Mr. & Mrs. G.	Playfair, Mrs. and Miss
Crammer, Miss	Reeves, Mr.
Cummock, Mr. & Mrs. V. S.	Robins, Mr. S. J.
	Rosenfeld, Mr. Jos.
Delroy, Miss A.	Rothman, Mrs.
Denroche, Mr. P. C.	Saunders, Mr. & Mrs.
Discombe, Mr. G. M.	Schuell, Mr. A.
Drum, Miss	Sergeant, Mr. B. W.
Ellis, Mr. Alf. H.	Simmins, Mr. H.
Genge, Mr.	Sita, Miss
Germann, Mr. & Mrs.	Skeel, Mr. and Mrs. R.
Gibson, Mr. J. E.	Smith, Mr. D. A.
Gilmore, Mrs. A. J.	Smythe, Mr. A. J.
Goddard, Capt.	Hamilton
Graham, Miss	Stevens, Mr. G. R.
Hall, Mr. T.	Stevens, Miss
Hardonin, Mr. A.	Straub, Mr. P. T.
Hawley, Mrs. L. R.	Temple, Miss
Howard, Mr. Thos.	Vermont, Mr. A. S.
Hughes, Mr. A. J.	Waghorn, Mr. G.
Jeffreys, Major & Mrs.	Warfield, Mr. and Mrs.
Jenks, Mrs. J. M.	Whiley, Mrs. W.
Joseph, Mr. and Mrs. E. S.	Whiley, Miss
	Whiley, Mr. W. J. G.
Katsch, Mr. E. A.	Wild, Mr. and Mrs.
Kiene, Mr. and Mrs F.	Bagnall
Kinghorn, Mr.	Wolde, Mr. C.
Kirkwood, Mr. J.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. Andrew	Mitchell, Mr. R.
Brayne, Mr. H. F. R.	Morris, Major & Mrs.
Bryson, Mr. A	Newall, Mr. Stuart G.
Carie, Mr. Arthur R.	Oakley, Mr. H. E.
Dann, Mr. G. H.	Oakley, Miss
Ezekiel, Mr. J. S.	O'Gorman, Madame
Forbes, Mr. A.	Pollock, Hon. H. E.
Fraser, Lt.-Col. A. R.	Prynne, Capt. H. V.
Gompertz, Mr. H. H.	Reily, Major C. W.
Graham, Mr. D. M.	Rickmiers, Mr. Paul
Griffin, Major W. W., R.A.	Robbins, Miss
	Schmidt, Mr. and Mrs. A. W. and child
Gros, Mr. Edward F.	
Hays, Mr. J.	Scott, Capt. and Mrs. Percy
Hindekroper, Mr.	
Inchbald, Mr. Chantrey	Sinclair, Mr. A.
Jeffries, Mr. H. U.	Stewart, Mr. Murray
John, Major G. R. St.	Stokes, Mr. A. P.
Johnston, Mr. R. F.	Thomson, Mr. O. D.
Lee, Mr. J. E.	Tomlin, Mr. G. L.
Lemke, Mr. & Mrs. R.	Watson, Mr. and Mrs. Malcolm
Mackie, Mr. C. Gordon	
Martin, Mr. R.	

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Flynn, R.N. Rev. F.	Piry, Comissioner T.
Holton, Capt. and Mrs.	Piry, Mrs. & 4 daughters
Jones, Mr. D. C.	Ready, Mrs. O. G. and 2 daughters
Law, Mr. and Mrs. D. O. Law and daughter	
	Skottowe, Mr. C. G.
Little, Miss	Volpicelli, Consul
Little, Master	Volpicelli, Madame
Mumford, Mr. N.	Wright, Mr. and Mrs. R. Y. and son
Newton, Mr. & Mrs. W.	

EXCHANGE.

Hongkong, May 18th.

ON LONDON, Telegraphic Transfer	1/11⅞
" Bank Bills, on demand	1/11 7/16
" Credits, 4 months' sight	1/11⅞
" D'ments, 4 months' sight	2/—
ON BERLIN, (demand)	M. 2.00
ON PARIS, Bank Bills, on demand	2.46
" Credits, 4 months' sight	2.50½
ON NEW YORK, Bank Bills, on demand	47⅞
" Credits, 30 days' sight	48⅞
ON BOMBAY, Telegraphic Transfer	146
" On demand	164½
ON SHANGHAI, Telegraphic Transfer	71⅞
" Private, 30 days' sight	72⅞ nom.
ON YOKOHAMA, T.T.	3½ per cent. prem.
Sovereigns, Bank's Buying Rate	$10.16
Gold Leaf 100 touch, per tael	53.15
Bar Silver	27 9/16
Dollars	2 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, May 18th.

New Patna	970	per chest
Old Patna	1,025	"
New Benares	985	"
Old Benares	960	"
New Malwa	900/920	per picul
Old Malwa	930/960	"
Persian, paper tied	880/890	"

The Share Market.

LATEST QUOTATIONS.

(May 18th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	303 % premium [buyers
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$27
Do. Founders	£ 1	$20
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$250
China Traders' Ins. Co., Ld.	$ 25	$54
North China Ins. Co., Ld.	£ 25	Tls. 165
Yangtsze Ins. Assoc. Ld.	$ 60	$121
Canton Ins. Office, Ld.	$ 50	$130
Straits Ins. Co., Ld.	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$295
China Fire Ins. Co., Ld.	$ 20	$80
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$30½
Indo-China Steam Navigation Co., Ld.	£ 10	$91½
China & Manila S.S. Co., Ld.	$ 50	$100
Douglas Steamship Co., Ld.	$ 50	$49
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£10.10
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£10.10
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£5
Star Ferry Co., Ld.	$ 10	$18½
"Shell" Transport & Trading Co., Ld.	£100	£300
Refineries.		
China Sugar Refining Co., Ld.	$100	$126
Luzon Sugar Refining Co., Ld.	$100	$38
Mining.		
Punjom Mining Co., Ld.	$ 7	$6.10
Punjom Mining Preference Shares	$ 1	$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	$300
Queen Mines, Ld.	25 cts.	$0.15
Jelebu Mining and Trading Co., Ld.	$ 5	$12½
Raub Allian Gold Mining Co., Ld.	15s. 10d.	$51
Olivers Freehold Mines, Ld. A	$ 5	$4½
Olivers Freehold Mines, Ld. B	$ 4½	$3⅞
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	$0.52½
Do. (Preference)	$ 1	$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	490 % premium
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$86
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$54 buyers
New Amoy Dock Co., Ld.	$ 6¼	$20½
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	$ 10	$10
Hongkong Land Investment & Agency Co., Ld.	$ 50	$125½
Kowloon Land and Building Co., Ld.	$ 30	$26
West Point Building Co., Ld.	$ 50	$49
Hongkong Hotel Co., Ld.	$ 50	$118
Humphrey's Estate & Finance Co., Ld.	$ 10	$10.90
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$37
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 65
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 62½
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 57
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$20½
China-Borneo Co., Ld.	$ 15	$20
A. S. Watson & Co., Limited	$ 10	$16
Watkins, Limited	$ 10	$10.50
Hongkong Electric Co., Limited	$ 10	$11⅞
Hongkong Electric Co., Limited	$ 2	$2.10
Hongkong and China Gas Co., Ld.	£ 10	$135
Hongkong Rope Manufacturing Co., Ld.	$ 50	$170
Geo. Fenwick & Co., Ld.	$ 25	$48
H'kong Ice Co., Ld.	$ 25	$166
H'kong High-Level Tramways Co., Ld.	$100	$16½
Dairy Farm Co., Ld.	$ 6	$6½
Hongkong and China Bakery Co., Ld.	$ 50	$50 buyers
Campbell, Moore and Co., Ld.	$ 10	$16
Bell's Asbestos Eastern Agency, Ld.	£ 1	$1 buyers
United Asbestos Oriental Ag'cy, Ld.	$ 4	$7½
United Asbestos Oriental Ag'cy, Ld.	$ 10	$11
Carmichael & Co., Ld.	$ 20	$8
Tebrau Planting Co., Ld.	$ 5	$5
Tebrau Planting Co., Ld.	$ 4	$4

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 148.

VESSELS IN PORT.

Steamers.

ARDANDEARG, British steamer, 2,089, Wm. Kinley, 15th May,—Manila 12th May, General.—Dodwell & Co., Ld.

BENVENUE, British steamer, 1,467, J. Porter, 13th May,—Saigon 9th May, Rice.—Gibb, Livingston & Co.

CHOWTAI, British steamer, 1,100, J. A. Morris, 16th May,—Bangkok 10th May, Rice and General.—Yuen Fat Hong.

DEVAWONGSE, British steamer, 1,057, R. Curtis, 17th April,—Saigon 13th April, General.—Yuen Fat Hong.

DIAMANTE, British steamer, 1,255, G. T. Blaxland, 15th May,—Manila 13th May, General.—Shewan, Tomes & Co.

DORIC, American steamer, 2,691, Harry Smith, R.N.R., 16th May,—San Francisco 17th April, Honolulu 24th, Yokohama 8th May, Kobe 9th, Nagasaki 11th, and Shanghai 14th, Mails and General.—O. & O. S. S. Co.

HATING, French steamer, 705, Bast, 17th May,—Haiphong 15th May, General.—A. R. Marty.

HUE, French steamer, 704, P. Merlees, 9th May,—Haiphong and Hoihow 8th May, General.—A. R. Marty.

HUTTON, British steamer, 2,345, W. Annby, 17th May,—Mororan, Japan 6th May, Coal.—Order.

INDEPENDENT, German steamer, 871, A. Haltz, 12th April,—Samarang 3rd April, General.—Sander, Wieler & Co.

LADY JOICEY, British steamer, 2,046, Cook, 16th May,—Hongay 13th May, Coals.—Arnhold, Karberg & Co.

LOOSOK, British steamer, 1,020, J. B. Jackson, 12th May,—Bangkok via Koh-si-chang 4th May, Rice and Timber.—Butterfield & Swire.

MONGKUT, British steamer, 859, N. G. Majer, 13th May,—Bangkok 5th May, and Koh-si-chang 6th, General.—Yuen Fat Hong.

MONMOUTHSHIRE, British steamer, 1,871, J. Hennedy, 14th May,—Portland, Oregon via Shanghai and Kobe 13th April, General.—Dodwell & Co., Ld.

ON SANG, British steamer, 1,741, J. Young, 16th May,—Saigon 11th May, Rice.—Jardine, Matheson & Co.

PROGRESS, German steamer, 687, P. Brandt, 7th April,—Touron 5th April, Rice and General.—Siemssen & Co.

QUARTA, German steamer, 1,165, H. Johannsen, 17th May,—Saigon 13th May, Rice.—Sander, Wieler & Co.

STRATHGYLE, British steamer, 3,284, J. R. Gordon, 13th May,—Moji 7th May, General.—Butterfield & Swire.

TAI FU, German steamer, 1,065 E. Schipper, 16th May,—Cebu and Iloilo 13th May, Sugar and Dyewood.—Siemssen & Co.

TAIYUAN, British steamer, 1,459, R. Nelson, 26th Mar.,—Melbourne 13th Feb., Sydney 27th, Townsville 3rd Mar., Thursday Island 8th, Port Darwin 11th, and Manila 23rd, General.—Butterfield & Swire.

TAMSUI MARU, Japanese steamer, 1,007, K. Sobajima, 16th May,—Swatow 15th May, General.—Mitsui Bussan Kaisha.

WONGKOI, German steamer, 1,300, B. B. Brooke Pigot, 12th May,—Bangkok 30th April, and Saigon 8th May, Rice and Flour.—Melchers & Co.

Sailing Vessels.

ABNER COBORN, American ship, 878, B. F. Colcord, 14th May,—Moji 28th April, Coal.—Chinese.

ESMERALDA, British schooner, 130, J. T. Harrison, 14th April,—Guam 26th March, General.—Jardine, Matheson & Co.

FRANZ, Danish bark, 358, Pedersen, 23rd April,—Barry 5th Oct., 1899, and Anjer 12th Feb., Coal.—E. A. Trading & Co.

GEO. T. HAY, British ship, 1,647, Spicer, 30th Mar.,—Manila, (P. I.) Mar., Ballast.—Siemssen & Co.

TAM O'SHANTER, American ship, 1,432, Ballard, 16th May,—New York 6th Jan., Kerosine.—Standard Oil Co.

WM. H. SMITH, American ship, 1,800, E. C. Colley, 27th Mar.,—New York 28th Sept., Kerosine Oil.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, May 18th, 1900.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander C. G. F. M. Cradock, Wei-hai-wei.

Algerine, sloop, [illegible] tons, 6 guns, 1,100 i.h.p., Comdr. R. H. J. Stewart, Nagasaki.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Japan.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Wei-hai-wei.

Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Commander A. H. Smith-Dorrien, R.N., Manila.

Brisk, British cruiser, 1,770 tons, 6 guns, 2,600 h.p., Commander Sir Bourchier Wrey, Bart., Singapore.

Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Shanghai.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Hongkong.

Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Hongkong.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Hongkong.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. P. R. Coode, Shanghai.

Phœnix, British gunboat, 1,015 tons, Comdr. R. G. Fraser, Shanghai.

Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Philippines.

Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Singapore.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Hongkong.

Redpole, British gunboat, 805 tons, Lieut.-Com. C. F. Corbett, Shanghai.

Robin British river-gunboat, 2 guns, Lieut.-Com. G. G. Webster, on the West River.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, C.B., Hongkong.

Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Captain Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. D. Roper, on the West River.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Wei-hai-wei.

Waterwitch, surveying vessel, 620 tons, Lieut.-Commander W. O. Lyne, Ningpo.

Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtsze.

Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, on the Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.

Presidente Sarmineto, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.

Zaire, Portuguese gunboat, 528 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Alcout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,900 h.p., Comdr. Sharon, at Nagasaki.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Nagasaki.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.

Koreyéts, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovell, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Petroparlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Japan.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rozbaynik, Russian cruiser, 1,330 tons, Capt. Komaroff, at Manila.

Rurik,† Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Nagasaki.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Nagasaki.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargeni, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novarossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sitsk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchèna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reunoff

THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.

D'Entrecasteaux,* 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Japan.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Philibert, at Hongkong.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Kwang-chow-wan.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Canton.

Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Yokohama.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Saigon.

* Flagship of Vice-Admiral Courrejolles.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.

Hansa,* German cruiser, 6,400 tons, Capt. Pohl, at Singapore.

Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, at Japan.

Iltis, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lans, at Amoy.

Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, at Formosa.

Jaguar, German cruiser, Captain Kinderling, at Shanghai.

Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai.

* Flagship of Admiral Fritze.

THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. J. M. Forsyth, at Hongkong.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.

Brooklyn, Flagship, U.S. cruiser, 9,000 tons, Capt. C. M. Thomas, at Hongkong.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Japan.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,465 h.p., Comdr. S. M. Ackley, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lt.-Comdr. W. H. Everett, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.

Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong.

Nanshan, U.S. collier, Lieut. L. A. Kaiser.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. C. E. F. Wilde, at Manila.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Manila.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Manila.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. F. Burwell, at Manila.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, Master A. M. Whitton, at Hongkong.

THE ITALIAN SQUADRON.

Carlo Alberto, Italian cruiser, 7,200 tons, Capt. R. Cali, Singapore.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Shanghai.

Liguria, Italian cruiser, 3,000 tons, Captain O. Cecconi, Singapore.

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Yokosuka.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Saseho.

Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, Japan.

Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, Japan.

Heiyen, and class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure.

Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Akitusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p., at Sasebo.

Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Idzumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p., at Yokosuka.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Akitsushima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.

Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p., at Shanghai.

Yayama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., Japan.

Tukushi, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., Japan.

Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenouchi, at Hongkong.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600